

PTO: TASK COORDINATION: 174

Information regarding maintenance and repair of southwest border fencing since construction, cost and type of repairs needed, along with timeframes and how the maintenance and repairs was accomplished.

RESPONSE:

OVERVIEW:

U.S. Customs and Border Protection (CBP) maintains and repairs border fence through its Comprehensive Tactical Infrastructure & Maintenance and Repair (CTIMR) program. Through the CTIMR program, contractors perform routine and urgent work such as infrastructure preventative maintenance, fence, gate and grate repairs, roadway maintenance (blading, grading, drainage, structure clearing and silt removal, culvert replacement), vegetation control, and debris removal. Generally, CBP is committed to conducting necessary repairs within approximately [REDACTED] of breach or need for repair notification. CBP typically executes and completes repairs within (b) (7)(E).

On average, CBP spends between \$10 to \$12 million a year to maintain and repair fence and \$50 million annually to maintain and repair all owned tactical infrastructure. This cost includes, in addition to the maintenance and repair of fence, maintenance and repair of gates, boat ramps, thousands of miles of roads with associated bridges, light posts, hundreds of drainage systems and grates, thousands of acres of vegetation and debris removal and other infrastructure.

Damage to fencing can be caused by two elements: natural and manmade. Natural elements refer to the forces of nature that will act upon the fencing and include (b) (7)(E)

[REDACTED]. The manmade element refers to damage made by vandalism and includes, but may not be limited to, the following attack/defeat vectors: (b) (7)(E)

[REDACTED] Fence segments have varying levels of susceptibility to the aforementioned damage elements depending on design and location.

CTIMR WORK PLANS

CBP works with CTIMR contractors to record identified requirements in 90 day work plans and submit them to Border Patrol for approval. Once Border Patrol approves the 90 day work plan, the contractors complete the approved TI maintenance and repair requirements, such as blading a degraded road or clearing and removing vegetation.

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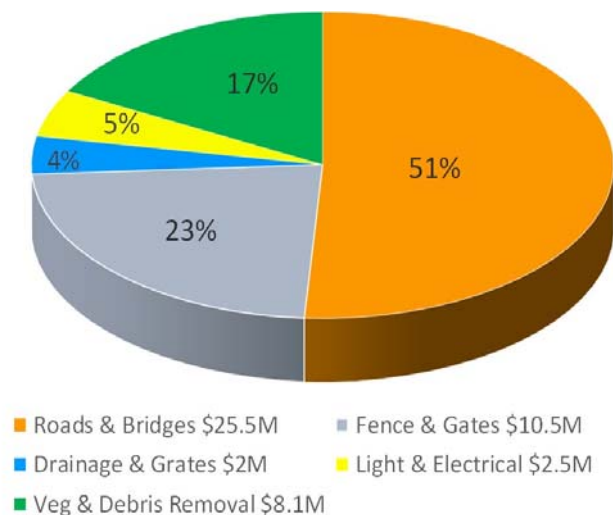
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CBP requires contractors to document maintenance and repair requirements in CBP's Work Management System - an online database that tracks TI maintenance and repair work. CBP uses the system to verify that contractors have completed maintenance and repair requirements and CBP personnel conduct in-person inspections on select maintenance and repair work as well.

CBP and contractors classify maintenance and repair requirements in each category as urgent or routine. Routine maintenance and repair includes work that is required due to normal wear and tear, deterioration due to age, and other damage to TI assets not caused by severe weather events or intentional sabotage. For example, TI contractors may (b) (7)(E). In addition, contractors are to perform routine maintenance on patrol roads that erode and degrade over time due to weather and wear and tear caused by the Border Patrol agents who use them.

The summary below reflects an approximate breakout of the total BSFIT funding CBP received in FY16, approximately \$48.6M.



CTIMR WORK AREA & COST BREAK OUTS:

CTIMR is broken out in four work areas along the southwest border:

- Work Area 1 (San Diego and El Centro Sectors)
- Work Area 2 (Yuma and Tucson Sectors)

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- Work Area 3 (Big Bend and El Sectors)
- Work Area 4 (Del Rio, Laredo, Rio Grande Valley Sectors)

CTIMR budget and expenses for all nine Southwest Border sectors for FY 2014-2016:

Sector/ Source	Cost Per Sector
Del Rio	(b)(3)
Laredo	
Rio Grande Valley	
WA4 Total Value	
Big Bend	
El Paso	
WA3 Total Value	
Tucson	
Yuma	
WA2 Total Value	
El Centro	
San Diego	
WA1 Total Value	

Additionally, below is data CBP submitted as part of a recent GAO audit that summarizes fence breaches across the nine Southwest border sectors. NOTE: Breaches do not correlate with the number of border crossings. Additionally, breaches characterize all fence repairs such as but not limited to, initial fence cuts or complete replacement of panels.

Breaches in Pedestrian Fence in Nine Sectors Along the Southwest Border, by Fence Design, Fiscal Years 2010 Through 2015				
Pedestrian Fence Design	Miles	Number of Breaches (note: Breaches do not correlate with the number of border crossings. Breaches characterize all fence repairs such as but not limited to, initial fence cuts or complete replacement of panels)	Percent of Total Breaches	Average Number of Breaches Per Mile of Pedestrian Fence
(b) (7)(E)	(b) (7)(E)	4,115	44.3	14
		5,172	55.7	80
	Total	9,287	100	26

Source: GAO analysis of CBP data.

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PRIORITY OPERATIONAL REQUIREMENTS: FENCE REPLACEMENT & NEW FENCE CONSTRUCTION

- USBP has identified approximately (b) (7)(E) of replacement Pedestrian Fence (PF) and Vehicle Fence (VF) as priority operational requirements. (b) (7)(E)
(b) (7)(E) are VF priority operational replacement requirements to be upgraded to PF.
- The fence replacement projects would be complete through near term fence construction projects.
 - (b) (7)(E) of PF fence in El Centro, El Paso, and Tucson Sectors could be awarded and completed within 12 to 18 months after funding is received and subject to MATOC and Task Order (TO) award.
 - (b) (7)(E) of VF fence in El Centro, El Paso, San Diego, Tucson, and Yuma Sectors could be awarded and completed within 12 to 18 months after funding is received and subject to MATOC and TO award.
- Environmental requirements: Some areas of PF and VF replacement will require a DHS Secretary Waiver. Real estate is cleared for all fence replacement projects.
- The total VF to PF replacement covered under waiver is approximately (b) (7)(E). An estimated 20 to 45 days to update environmental documentation will be needed.
- The total legacy PF replacement covered under waiver is approximately (b) (7)(E). An estimated 20 to 45 days to update environmental documentation will be needed.
- Additionally, USBP has identified approximately (b) (7)(E) of new primary PF as their priority requirement. This mileage will require a waiver and the need to acquire real estate.

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